

FLIGHT JACKET

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Marine Corps Air Station Miramar, Calif.

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Miramar home to Corps' first female pilot

Story by Lance Cpl. Brandon L. Roach

MCAS Miramar Combat Correspondent

Childhood dreams for many people fade away with time and the reality of life. However, Maj. Sarah M. Deal's childhood dream of becoming a Marine Corps pilot came true in 1993.

"When I was a kid, there was a vacant field across from our home where people flew radio-controlled airplanes. I used to ride my bike there and watch them. From that point, I was fascinated with flying," said the CH-53 Super Stallion pilot, Miramar Air Show coordinator and Pemberville, Ohio, native.

Deal's interest in aviation only grew from there. While in high school, she joined the Aviation Explorers, a program that gives children and young adults the opportunity to experience flying and develop their interest in aviation.

Knowing she wanted to be a pilot, Deal saved her money throughout her youth. After high school, she enrolled at Kent State University where she majored in aerospace flight technology. After four years of school and countless hours in civilian aircraft, she still wanted more.

Although the Marine Corps did not have a female aviation program, Deal knew that becoming a "devildog" was what she wanted to do. In the summer of 1991, between her 4th and 5th years of college, she attended the three-month Officer Candidates School at Marine Corps Base Quantico, Va.

After graduating college and successfully completing OCS, the first step in her career as a newly commissioned Marine Corps officer was The Basic School. Unique to the Marine Corps, this school prepares new officers to lead Marines, with particular emphasis on leadership in the infantry environment. After 26 weeks of rigorous classroom and field exercises, 2nd Lt. Deal moved on to her Military Occupational Specialty school. Not surprisingly, she did not stray far from her aviation dream and completed training as an Air Traffic Control officer.

While in her MOS school, Deal happened to see a newspaper headline announcing that the Marine Corps was going to begin to accept applications for flight school from female officers. Without hesitation, she went to the senior Marine at her school and told him, "I want to do this."

Undaunted as a second lieutenant two months out of TBS, Deal continued to pursue her dream by calling Headquarters Marine Corps, eventually convincing many higher-ups that she had the right stuff to fly for the Corps. While continuing her focus on ATC training, Deal went up for an assessment board just as any flight candidate would.



In 1993, then-2nd Lt. Sarah M. Deal, stands next to a TH-57 Sea Ranger, the basic training helicopter at Naval Air Station Pensacola, Fla. Major Deal completed helicopter training and became the Marine Corps' first female pilot. Photo courtesy of Maj. Sarah Deal

July 23, 1993 arrived, and Deal prepared for graduation from ATC school. She went to her room to get changed for the graduation and while there she listened to her phone messages. Amidst the messages were the words she was waiting to hear: she had been selected for Naval aviation training.

"I felt so incredibly happy. My dream was finally coming true, but I wish I had been prepared for what was to come," she said. During the ensuing days, she began to understand how much of a big step this was for her and the Marine Corps. Deal was on the road to becoming the Marine Corps' first female pilot. "I was swamped with media calls, and everyone wanted me to answer all their questions," she said.

When arriving at Naval Air Station Pensacola, Fla., Deal faced a new challenge being the only female officer in flight school.

"I think being a licensed pilot out of college, with almost 400 flight hours, gave everyone around me a boost of confidence in my abilities," Deal said.

After training for 16 months in the TH-57 Sea Ranger, a significantly smaller helicopter than the Super Stallion, Deal finally earned her wings and was pinned April 21, 1995.

She requested to fly CH-53s and was assigned to Marine Heavy Helicopter Squadron 466, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, at Marine Corps Air Station Tustin, Calif., with whom she deployed twice.

She later deployed to the Middle East with HMH-465, MAG-16, in January 2003, approximately 3 months before the U.S. invaded Iraq. She was then transferred to the Tactical Air Command Center at Ahmad Al Jabar Air Base, Kuwait.

With her family in mind, Deal decided to change to reserve status after 12 years of active duty service. She is now a full-time mom to her four-year-old, twin boys Troy and Brandon Burrow.

She currently resides in San Diego with her husband of more than eight years Philip M. Burrow, a Navy reserve pilot and a full-time pilot for United Airlines.

Since 2004, Deal has been the static-display coordinator for the Miramar Air Show and hopes to remain coordinator for at least another three years. In her free time, Deal enjoys playing soccer and is an active participant in triathlons. She is also involved in cross-country air racing where she flies over 2,000 miles in three to four days.

Inside

Weekend forecast from Miramar's weather station



74°/57°
Today



74°/58°
Saturday



74°/57°
Sunday

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Children affected by domestic violence

Story by Deanna Angel

MCCS New Parent Support Program

Think for a moment, if you will, of being a young child growing up in a house where domestic violence occurs.

You’re not sure when mom and dad will have the next big argument.

Will it be today when dad returns from work? The front door opens and the feelings begin.

Will dad be in a good mood today or will he be in a bad mood?

Did mom do what she was supposed to do today? I guess not because when dad came home today he went directly into the kitchen and started yelling at mom because dinner wasn’t ready.

Mom tried to tell dad that she was running errands today and said dinner would be ready in 10 minutes. Dad got more mad and said that mom was worthless and lazy. Mom said that she was sorry that dinner wasn’t ready, but dad continued to call mom names. I guess they didn’t think that I was listening because I was watching TV.

It makes me sad and scared to hear dad talk to mom like that. Hopefully this time yelling will be all dad does. I always get scared when he starts calling mom names because sometimes he will also start pushing or slapping her too. I think to myself, “Please stop!” Dad walks away this time without hitting mom. Thank goodness, but I look over at mom and she is crying in the kitchen. I want to go over there and give her a hug, but what if dad comes back in

the kitchen and sees me doing that? I decide to pretend like I didn’t notice what was happening and continue to stare at the TV. I think to myself, “I wish they wouldn’t do this.”

Don’t they know how hard it is to live in a home that feels unsafe because of never knowing what will happen next?

Many children exhibit signs of post-traumatic stress disorder after witnessing domestic violence. Symptoms may include inability to sleep through the night, bedwetting, anger acted out through temper tantrums or directed inward and manifested by withdrawal or disassociation.

As children grow older, they may experience feelings of guilt for not protecting their mothers and may turn to drugs or alcohol to numb these feelings.

School-aged children in abusive households tend to have poor academic performance, are frequently absent from school and may exhibit behavioral problems or withdraw and disassociate.

Clearly the impact of living in a home where domestic violence is present is detrimental to the emotional, developmental and physical well-being of a child.

A study conducted by the American Bar Association Commission on Domestic Violence reflects that at least 3.3 million children are exposed to domestic violence each year.

If you are in a relationship where there is domestic violence, help is available. Please remember: children learn what they live.

For more information, please call 1-800-799-SAFE or Marine Corps Community Services Family Advocacy line at 577-6585.



Is this your Honda?

The above vehicle has been marked for impound by the Provost Marshal’s Office. To avoid having the vehicle towed, please store it in the Marine Corps Community Services or Traffic Management Office lots.

Abandoned vehicles at Marine Corps Air Station Miramar present security risks as well as environmental and safety concerns. PMO attempts to identify and contact vehicle owners of illegally parked, abandoned vehicles prior to tagging the vehicle with a Department of Defense notice. Vehicles are then scheduled for towing three days following the notice.

For more information, please call 577-1276 or 577-4150.

Proper vehicle storage prevents impound, fines during deployment

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

Hundreds of Marines and Sailors of Marine Corps Air Station Miramar are preparing to deploy in the upcoming months in support of continuing operations in the Global War on Terror.

These Marines and Sailors face a multitude of issues that must be addressed before their departure, including weapons training, medical clearances, last will and testament and their normal everyday duties. Making sure their vehicles that are normally parked on or off the station are properly stored can be forgotten in the mass of information and tasks.

There are basically two options for vehicle owners scheduled to deploy. One option is to pay a storage facility out in town to hold the vehicle, most likely at the cost of several hundred dollars over the length of the deployment. The second option is to go through the proper procedures at the Traffic Management Office to store the vehicle at facilities lo-

cated on the air station.

According to Station Order 4050.6, Marines and Sailors who are deployed away from their home port or Permanent Duty Station with operating forces for more than 90 consecutive days are authorized Non-Temporary Storage of their privately owned vehicles.

This POV storage service is available to single or divorced servicemembers living in the Bachelor Enlisted and Officer Quarters, single servicemembers living in town who have terminated their Basic Allowance for Housing and servicemembers who are single parents with legal custody of a child.

To take advantage of this free storage service, Marines and Sailors must include with the application (DD 1299), a Letter of Authorization issued by their commanding officers and a copy of their deployment orders.

In addition to the LOA and orders, servicemembers must

MIRAMARKS

“What have you done to prepare for deployment?”

SGT. JESUS J. GARCIA
Radio Operator
MWCS-38

“I just returned from Weapons and Tactics Instructors course where I learned a lot about how the squadron operates during deployment.”



CPL. MAURICIO GIRON
Telephone Switchboard Repairman
MWCS-38

“It is mostly mental preparation. I made sure my family would be financially stable and established a way for us to communicate while I’m gone to let them know I’m safe.”

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FLIGHT JACKET

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3rd Marine Aircraft Wing



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Shown here at the first-ever Veteran's Gala Fundraiser at the Hilton Hotel in Mission Bay, Calif., Aug. 27, the Missing In Action table is a military tradition that pays homage to comrades-in-arms from all the services who did not returned or were not recovered from combat. *Photo by Lance Cpl. Robert W. Beaver*

Memorial center holds first Veteran's fundraiser

MCAS Miramar Combat Correspondent

The first Veteran's Gala Fundraiser, which is now an annual event, was hosted at the Hilton Hotel in Mission

The event was held by the Veter-

The event featured the Missing In Action table, which is a tradition used by the military to remember the sacri-

More than \$10,000 was raised from the silent auction held during the event.

The Eagle's Wing programs primary purpose is to provide informed and compassionate assistance to those whose lives have been permanently altered by the death of their spouse.

Corps honors American Indian Marines

Gen. Michael W. Hagee

Commandant of the Marine Corps

Public Law 101-343 establishes the month of November as National American Indian Heritage Month.

One of the greatest strengths of our nation is our diversity.

The Marine Corps benefits greatly from this strength by drawing individuals from all walks of life and molding them into cohesive, combat ready units of Marines dedicated to our core values and the defense of our nation.

The American Indian population is a diverse group of cultures in itself.

Despite their relatively small number in the United States today, per capita, American Indians serve in the Marine Corps at a higher rate than most other groups of Americans.

American Indian service and sacrifice in our armed

Today, American Indian Marines continue the proud tradition of service to their country with the same core values of honor, courage and commitment of those who have served in the past.

Gen. Michael W. Hagee
Commandant of the Marine Corps

forces is exemplified throughout American history. During the greatest challenges to our nation, American Indians historically have served in large numbers relative to their population.

Five American Indians have received the Medal of Honor in the twentieth century and today stand as a testament to their honor and courage.

American Indian Marines have also made their mark in some of the most storied events in Marine Corps history.

Few have not heard of the immense contributions of the Navajo code talkers to Marine Corps victories in the Pacific theater during World War II.

The most recognizable American symbol of that great campaign contains the image of a Pima Indian, Ira Hayes, who helped raise the flag on Mount Suribachi during the battle of Iwo Jima.

Today, American Indian Marines continue the proud tradition of service to their country with the same core values of honor, courage and commitment of those who have served in the past.

During National American Indian Heritage Month, be sure to celebrate the contributions and dedicated service of American Indians, both past and present, to our country and our Corps.

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complete a vehicle inventory, hold a valid registration and base decal, and present proof of insurance and an extra set of keys.

After returning from deployment, Miramar Marines and Sailors must remember to remove their vehicle within 90 days.


For Marines and Sailors who leave their vehicles at the barracks or at any random parking lot aboard the air station, there are two station orders that apply.

Station Order P11100.1, also known as the Standard Operating Procedures for Station Billeting, states that it is the responsibility of the individual servicemember to plan what to do with a POV in the event of leave, temporary additional duty, hospitalization or confinement. When participating in unit deployment or TAD in excess of 30 days, occupants will contact their unit representative at the Provost Marshal's Office and arrange for storage of their POV.

If no steps are taken by servicemembers who are deploying or on TAD, then they may find upon their return that their vehicles have been impounded by PMO under Station Order 5510.2B.

For more information on vehicle storage procedures and requirements, servicemembers can contact the Personal Property Office at 577-1276.

SHARE YOUR EXPERIENCES!



MCAS Miramar needs servicemembers from all ranks, occupations, experiences, backgrounds and upbringings to participate in the Guest Speaker Program. If you are interested, call the Community Relations Department at (858) 577-4333.

An appreciative audience awaits



Known as “Whispering Death” by the Japanese for actions in World War II, a model of the Vought F4U Corsair, sits at the Flying Leatherneck Historical Foundation and Aviation Museum on Marine Corps Air Station Miramar Sept. 29. Carrying six M2 .50-caliber machine guns and two 1,000-pound bombs, the Corsair achieved a kill ratio of 11-to-1 against the deadly Japanese Zero aircraft. *Photo by Lance Cpl. James B. Hoke*

Miramar home to ‘Whispering Death’

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

Often referred to as the “hog” or “bent wing,” the Vought F4U Corsair made its mark on the pages of history from its creation in 1940 through its service in both World War II and the Korean War.

During the Corsair’s development, the Navy Bureau of Aeronautics already had a custom of issuing proposals for aircraft that pushed the limits of technology of the time.

With a quest of building a high performance, carrier-based fighter, it was decided early on to install the experimental XR-2800-4 version of the Pratt-Whitney Double Wasp engine into the Corsair.

The R-2800 was the most powerful engine in the world in 1940, exceeding 100 horsepower per cylinder for each of its 18 cylinders.

According to “The Jolly Rogers,” a novel by Navy Lt. Cmdrs. John T. Blackburn and Eric Hammel, about Navy Fighting Squadron 17 who flew Corsairs against the Japanese in World War II, the 2,800 cubic inch engine was a monster to fire up after it sat in subfreezing weather overnight.

However, with the development of the prototype, the Navy wanted an aircraft that no other could match.

The only way to efficiently convert the engine’s 1,850 horsepower into thrust was with a huge Hamilton Standard Hydromatic 3-blade propeller that measured 13 feet, 4 inches in diameter.

On aircraft with normal wing and propeller configurations, a propeller this size would strike the deck when the plane was on the ground. So Vought engineers invented the infamous inverted gull-wing design, which gave the F4U Corsair its nickname as the “bent wing.”

The bent wing design allowed the huge propeller to clear the deck while also allowing a short and stout landing gear to be used. The Corsair was also the first Navy aircraft to have landing gear that retracted flush into the bottom of the wing.

The prototype version of the aircraft, the XF4U-1 first took flight on May 1, 1940, and flew at a speed of 405 mph, becoming the first production aircraft to exceed 400 mph in level flight.

The Navy was very pleased with the performance of the Corsair and, in June 1941, ordered 583 units.

During the next 11 years, that figure grew to 12,500 aircraft.

Although the Corsair had already hit the record books twice since its creation, there was a devastating flaw with the aircraft.

Because of the position of the cockpit, it was virtually impossible for pilots to see the Landing Signals Officer during carrier landings when the Corsair was on final approach.

Adding to this problem were leaks from the engine compartment.

Each of the fourteen cowl flaps had its own baby hydraulic cylinder to open and close it, said a passage from “The Jolly Rogers.” It was these components that tended to leak.

The combination of hydraulic fluid and oil rapidly coated the windshield and seriously decreased the pilot’s inherently limited forward visibility.

The pilots quickly became experts at locating rain showers through which they could fly in order to wash away the oil.

However, this wasn’t the worst part about the Corsair when dealing with carrier landings.

The pilot had to have the

aircraft at stall speed just as the tail hook snagged the deck wire, which was very difficult to do, as the Corsair’s left wing normally dropped like a rock when stall speed was reached.

After several mishaps, the Navy decided the Corsair wasn’t fit for carrier duty, so the hog was given to the U.S. Marines for land-based operations.

During World War II, the Corsair was considered one of the greatest fighter planes of its time. It could out-fight, out-climb and outrun any propeller-driven enemy aircraft.

The Corsair carried six M2 .50 caliber machine guns and either two 1,000-pound bombs or eight 127mm rockets.

Some variants sported four 20mm cannons instead of the .50 caliber machine guns.

The Corsair soon earned the nickname of “Whispering Death” among the Japanese, as it achieved a kill ratio of 11-to-1 against the deadly Japanese Zero aircraft.

By the Korean War, the Corsair was getting old and destined to become the Marine Corps’ last propeller-driven fighter, as new fighter jets were just beginning to enter service.

However, it wasn’t time for the hog to quit just yet, as the Corsair provided superior air-to-ground support, plastering North Korean targets in front of advancing Marine ground units during the war.

It was during this conflict that the Marine Corps pushed the evolution of combat forward through the introduction of a new form of warfare in the air-ground team.

Throughout its history, there were seven different models of the Corsair produced.

The last of the models, the F4U-7, was built specifically for the French Navy.

When the production of the last model began in June of 1952, the long production run of the Vought F4U Corsair finally came to an end. The last corsair was delivered to the French in December of that year.

Today, Miramar is home to one of the renowned F4U-5N model Corsairs used during the Korean War. It resides at Miramar’s Flying Leatherneck Historical Foundation and Aviation Museum.

Presently, there are fewer than 30 Corsairs left in existence. However, the Corsair’s legacy lives on.

Halloween run builds camaraderie

Story by Lance Cpl. Robert W. Beaver

MCAS Miramar Combat Correspondent

Many heads turned to watch the monsters, freaks and other humorous characters run down the flight line in a formation run Oct. 27 at Marine Corps Air Station Miramar.

Marine Aviation Logistics Squadron 16, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, held their first Halloween Run to enhance esprit de corps and cohesion among the squadron's Marines.

"Squadron runs are meant to boost camaraderie," said Master Sgt. Mark E. Zakaras, squadron master sergeant, MALS-16. "It gives Marines a mindset of 'We started together, so we're going to finish together.'"

The funny, scary, crazy or just plain fun costumes further enhanced morale.

"The Marines got a kick out of it," said Lt. Col. Scott Loch, commanding officer, MALS-16. "A Marine who is happy to be a part of a unit certainly has a positive outlook on the work they do."

The squadron held a costume contest after the run for best individual and group costumes. The winners of each category were awarded prizes including gift certificates and T-shirts.

Loch, a 48-year-old native of Kirkwood, N.Y., said that these costume competitions can bring out the competitive nature in Marines. Different shops that held grudges with each other competed for the title of best group costume.

Sergeant Justin A. Crim, avionics technician, MALS-16 was awarded a \$75 gift certificate when he was voted wearer of the best individual costume. He was wearing Navy



Dressed as a hockey player, Lt. Col. Scott Loch (center), commanding officer, Marine Aviation Logistics Squadron 16, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, leads the squadron on their first costume run Oct. 27 at Marine Corps Air Station Miramar, Calif. *Photo by Lance Cpl. Robert W. Beaver*

physical training gear and stuffed his shirt and shorts with padding to give him the appearance of having a fat stomach and posterior.

"I had no clue my costume would be so popular," said Crim, a 26-year-old native of Metropolis, Ill. "Our corpsman is motivated and awesome. I was just trying to have some fun with him."

Some of the Marines role-played according to their costume. This entertained some Marines as they got to see the personalities of their co-workers.

"It was fun seeing how everyone dressed up," said Cpl. Justin D. Earp, ordnance technician, MALS-16, who was dressed as a naughty nurse. "It was interesting to see how it brought out everyone's personality."

The non-uniform yet organized run was different, but most of the Marines had a great time.

"This is definitely different," said Sgt. Ryan N. Bogan, administrative clerk, MALS-16, who was dressed as a killer clown. "I love this stuff. We got the chance to put an individual effort into our costumes, but we all came together as a unit."

All hands fight FOD

Story by **Lance Cpl. Robert W. Beaver**

MCAS Miramar Combat Correspondent

Foreign object damage has been a hazard to aircraft since the beginning of aviation.

The threat came into perspective with the introduction of the jet engine. Objects such as a staple appear to be harmless to many people, but minor things like this are capable of causing serious injury to personnel and millions of dollars in damage to aircraft.

Foreign object debris is any unwanted object that has potential to be sucked into an aircraft's intake.

"Anything that is unsecured can be FOD," said Petty Officer 2nd Class Miguel A Sanchez, aviation machinist technician, Marine Fighter Attack Training Squadron 101, Marine Aircraft Group 11, 3rd Marine Aircraft Wing. "Anything as minor as a staple, washer or the ball-bearing from the tip of a pen can be a major problem."

Almost anything can fly into an aircraft's intake and corrupt the engine components. This can burden the Marines of the squadron, from pilot to technician.

"The engine blades could be sheared or damaged, which will lead to more man hours needed to repair the aircraft," said Sanchez, a 22-year-old native of Lexington, Neb. "Readiness will be affected because pilots will also lose training due to these damages."

Part of the reason personnel don't wear their covers on the flight line is that a cover could potentially be sucked into an aircraft's intake.

"As pilots we have to ensure what we wear is secure," said Maj. Nathan A. Miller, power line officer-in-charge, VMFAT-101. "When we are in the cockpit, we are forward of the aircraft's intake. Any of our gear that is unsecured will get sucked into the jet intake."

The thrust coming from the rear of the aircraft presents hazards to personnel behind the aircraft. An aircraft's thrust can propel objects as large as vehicles at dangerous speeds.

"It's also dangerous to personnel on the flight line," said Sanchez. "The force of the thrust coming from the rear of the aircraft can shoot an object behind the aircraft like a bullet."

There are also FOD threats in the air

that include birds and unsecured equipment on the aircraft such as screws or bolts. In the past, bird strikes to the intake have been responsible for downing some aircraft.

"A bird could get sucked into the engine and cause damage by potentially clogging the engine's components," said Sanchez. "Fasteners that are in front of the intake have to be secured because if they are not, they can be sucked into the intake. This can cause a single engine aircraft like an F-16 to crash."

Foreign object damage is something taken seriously by all squadrons. Foreign object debris programs are in action to eliminate the threat daily.

"Every morning, we do a FOD walk," said Sgt. Joshua E. Bryant, shop supervisor for power plants, Marine Fighter Attack Squadron 314, MAG-11, 3rd MAW. "It's an all hands effort from the commanding officer to the private. It's our first line of defense to prevent damage to the aircraft and injury to personnel. I've seen a dime cause major damage to an aircraft's engine."

Squadrons run tests to ensure all aircraft are safe for flight. The aircraft undergo a series of inspections to verify they are free of FOD damage.

"We prepare the aircraft before every flight," said Sanchez. "We check every engine blade for dents and cracks to prevent causing further damage to the aircraft or injury to the pilots. If we don't catch the problem, it can lead to catastrophic engine failure."

Every detail is accounted for when dealing with foreign debris. All gear and equipment used during the day must be accounted for at all times as it may be sucked into the aircrafts intake.

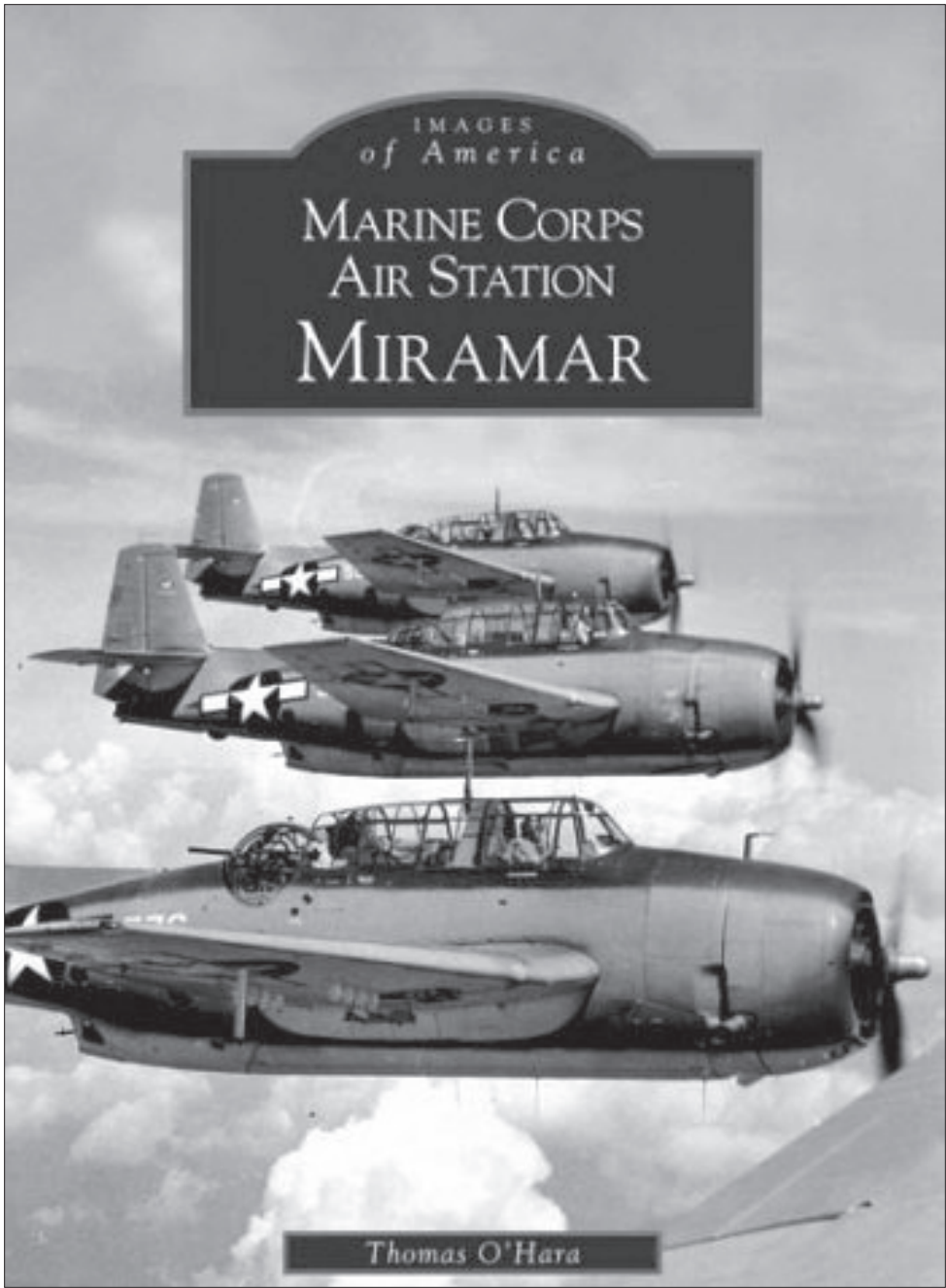
"At the end of the day, we account for all tools we use," said Sanchez. "If we lose something, we search the immediate area and if we don't find it, we notify the chain of command."

To some people, the daily FOD walk seems pointless. They see it as walking under the hot sun picking up sticks for hours on end.

"Foreign object debris is nothing to play around with," concluded Sanchez. "People question why we do FOD walks daily. We do it because it saves lives."



A rock rests on the flight line Oct. 19 at Marine Corps Air Station Miramar, Calif. What seems to many people a harmless rock can cause millions of dollars in damage to aircraft. Foreign object debris can potentially be sucked into an aircraft's intake causing foreign object damage that can lead to catastrophic engine failure and put lives at risk. *Photo by Lance Cpl. Robert W. Beaver*



Featured book illustrates Miramar’s vast history

Book review by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent
Marine Corps Air Station Miramar is the subject of a new book of photographs detailing the air station’s long and interesting history.

“Marine Corps Air Station Miramar,” authored by Tom O’Hara, curator of Miramar’s Flying Leatherneck Foundation and Aviation Museum, features a variety of unique photographs not previously published.

Through his work at Miramar, O’Hara said he was impressed with the history of the installation that dates to the beginning of the 20th century.

Miramar has a lengthy and venerable history. The air station is well connected to the development of aviation in the San Diego area and across the nation. Miramar is also an essential component of America’s homeland security, as aircraft from this base patrol the country’s border with Mexico as well as the international waters of the open Pacific.

In 128 pages, “Marine Corps Air

Station Miramar” documents various Army, Navy and Marine Corps photographs of servicemembers at Miramar and Camp Kearny (Miramar’s original name).

Many of the images are striking glimpses of aircraft ranging from early biplanes to pre-World War II blimps to modern day fighter jets and helicopters.

O’Hara, a retired colonel and CH-53 Sea Stallion pilot, is also the author of similar works featuring photographs of Marine Corps Air Station El Toro and Marine Corps Base Camp Pendleton. O’Hara, a Pitcairn, Penn., native, used Miramar’s extensive photo archive to document Miramar’s Marine and Naval aviation history for posterity.

“Anyone who enjoys old photographs and a combination of Marine Corps and Navy history should find the collection interesting,” said O’Hara.

“Marine Corps Air Station Miramar” is published by Arcadia Publishing as a part of their “Images of America” series and is available at area bookstores and online.



American Indian Heritage Month

Marine Ira Hayes raises flag into Corps' history

Story by Cpl. Paul Leicht

MCAS Miramar Combat Correspondent

The month of November is American Indian Heritage Month, and it gives us pause to honor these grassroots Americans and their contributions.

On Feb. 23, 1945, an event in World War II occurred atop a Pacific hilltop that elevated the heritage and contributions of American Indians to a new plateau.

The wartime event, captured forever on film and reproduced countless times since the first shutter captured the exposure, irrevocably changed Ira Hayes, a Pima Indian who enlisted in the Marine Corps.

As one of the flag raisers on Mount Suribachi during the battle of Iwo Jima, Hayes became a Marine Corps legend and a pioneer for other American Indians.



He joined the Marines to leave his arid Sacoton, Ariz., farm on the reservation, serve his country, eat three square meals a day and be able to send money home to his family so they could have a better life.

Before leaving to join the fight, Hayes' tribal leader told him he would become an "honorable warrior" and bring "honor to his people."

As a dedicated Marine, he fulfilled this destiny.

Five other men took part in the Iwo Jima flag raising and three of them died in subsequent fighting within days on the small island before the battle ended.

But Hayes survived the battle and the war to return home to the United States and his people.

Hayes said he never felt worthy of his Iwo Jima fame, seeing himself as simply one of the lucky ones who survived the war.

In 1954, after the Iwo Jima monument dedication in Washington, D.C., Hayes was asked how he liked all the pomp and circumstance during the event. He simply hung his head and said, "I don't."

Shortly after the momentous event, Hayes died at the age of 32 on his reservation.

Though wrought with despair over the plight of his tribe, to Hayes, his service to his country was simply the pride that comes with being an "honorable warrior," but his courageous, honorable accomplishments as a Marine remain powerful symbols for all Americans that also embody the values of the American Indian who are a fundamental patch in the ethnic quilt that is our national identity.

Briefs

Miramar Movies

The Bob Hope Theater is located in Building 2242, and will be featuring the following movies. Outside food and drinks are not permitted. For more information, call 577-4143 or log on to www.mccsmiramar.com.

Friday:
6:30 p.m. Lord of War (R)
9:15 p.m. Supercross (PG-13)

Saturday:
8:00 a.m. Swap meet live
6:30 p.m. Just Like Heaven (PG-13)
9:15 p.m. The Exorcism of Emily Rose (PG-13)

Sunday:
1:00 p.m. The Man (PG-13)
6:30 p.m. The Transporter 2 (PG-13)

Wednesday:
6:30 p.m. Flight Plan (PG-13)

Thursday:
2:00 p.m. Tim Burton's Corpse Bride (PG)
6:30 p.m. Lord of War (R)

Change to Drop-in day care

Marine Corps Air Station Miramar's drop-in child daycare will be unavailable from Nov. 20-25.

Weekday services will resume Nov. 28. The cost is \$4 per hour or \$1 per 15-minute time period. There is a limit of 24 hours maximum per child per week. Parents must also supply comfort items and diapers.

For more information call 577-6710.

Religious Services

The Chaplain's Office is located in Building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain's Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist
Wednesday:
7 p.m. Baptist service
Monday-Friday:
11:30 a.m. Roman Catholic daily mass
Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

Deployed Kids Group

The Key Volunteer Network is hosting a group for children of deployed parents.

The groups will meet the first and third Tuesdays of the month beginning Nov. 1 at Lifestyles, Insight, Networking, Knowledge and Skills, Building 2273, and is designed for children to interact with other children with a deployed parent.

The group is open to children ages 8-10 from 3-4 p.m. and ages 11-13 from 4:30-5:30 p.m.

Pre-registration is required and snacks will be provided.

For more information or to register, call 577-1322.

Combined Federal Campaign

The 2005 Combined Federal Campaign is in effect through Dec. 19. CFC is one more way servicemembers can help take care of fellow Marines and Sailors.

The goal of this year's CFC is 100 percent contact with all the Marines, Sailors and civilians of the Miramar area.

For more information, call 577-6631.

Cross-Country tryouts

The Armed Forces Cross Country championships will be held Feb. 16-20, 2005. Personnel interested must submit a resume and application to the Marine Corps Air Station Miramar Athletics Office.

For more information, call 577-4127.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal's Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
1999 Ford Ranger	CA/6B05453	1994 Pontiac Grand Am	CA/3STS043
1980 Chevy Camaro	CA/5EVA702	1988 Ford Aerostar	CA/2HRJ429
2000 Mitsubishi Eclipse	MA/2077YG	1981 Toyota Voyager	CA/1X52503
1969 VW Beetle	CA/4XJN744	1986 Chevy Camaro	CA/POU820
1995 Ford Mustang	CA/3NEM750	2003 Dodge Intrepid	CA/4YSK851
1990 Acura Integra	CA/2SIJ098	1999 Chevy Cavalier	CA/5FSV493